

LETTER

FROM

WILLIAM BUSSARD, SURVEYOR,

TO THE

HON. WILLIAM HENDRICKS,

CHAIRMAN OF THE COMMITTEE ON ROADS AND CANALS,

RELATIVE

To the "Bill for subscription to Stock in the Washington and Fredericktown Turnpike Road Company."

FEBRUARY 16, 1829.—Laid on the table, and ordered to be printed.

To the Hon. Wm. Hendricks, Chairman of the Committee on Roads and Canals, of the Senate of the United States:

The undersigned respectfully reports, That at the request of the Directors of the Washington Turnpike Company, and others interested in the road connecting the District of Columbia with the Western Turnpike at Frederick Town, he has (aided by the Surveyor of Montgomery county, Maryland,) made a survey of the route to Frederick, by way of New Market—and submits the following facts:

The whole distance from Leesboro' to New Market, proves by measurement to be a small fraction over	-	-	-	31 miles.
From the General Post Office to Lee's is known to be	-	-	-	10 do.
From New Market to Frederick Town,	-	-	-	8 do.
Making an aggregate result of	-	-	-	49 miles.
From the General Post Office to Frederick by the way of Rockville (as the post road now runs) is believed to be not more than	-	-	-	43 miles.

Making a difference in favor of the Rockville route of

-	-	-	-	6 do
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It will be seen by the plat of the road from Leesboro' to New Market, (herewith sent,) that the said road is not straight, but follows the sinuosities and windings of the ridge upon which it is located: this ridge divides the waters of Patuxent and its tributaries from those which flow south-west into the Potomac and Monocasy. The road cannot be diverted far from its present site, or made perfectly straight, without leaving the ridge and crossing a very hilly and rolling country on either side, and encountering the numerous tributaries of the Potomac, which have their sources at the base or in the spurs of the dividing ridge. The ground on which the present road is

located presents a favorable aspect for a turnpike, for about two-thirds of its extent; the upper part, in the vicinity of Damascus, and onward to New Market, is much more undulating, and would require the hills to be cut down to a proper graduation. In this section there are two streams which would require bridges, viz: Big Bennett and Bush creeks: these, together with Watery branch, and a small rivulet near Darby's tobacco houses, are the only streams on the route between Lee's and New Market—indeed the greater part of this country, particularly the high region near Damascus, is very scarce of water. There seems to be no scarcity of stone for the paving of a turnpike—the varieties are flint, granite, slate, and near New Market limestone is found in quarries.

The face of the country presents a succession of heavily timbered land, open wastes, and cultivated fields.

The undersigned believes that the present road from New Market to Leesboro' might be shortened about three miles by being straightened from point to point, but still keeping on the great dividing ridge. A direct line from Leesboro' to New Market would scarcely run for any of its distance on the ridge, but must pass through a country of hills and streams, and must encounter the numerous head waters of Rock creek, the two Senecas, Bennett's and Bush creeks, leaving the ridge entirely to the East, and passing over ground very broken and unfavorable for a turnpike.

The distance from Lee's to New Market, on a straight line, (were such a course practicable,) would be twenty-six miles and a few poles, but say twenty-six miles; then the aggregate distance from the General Post Office to Frederick Town by this route would be $(10+26+S) =$ forty-four miles. Such a line, however, would leave the ridge in some places as much as three miles to the East, and instead of the more gentle undulations of the present road, must meet with abrupt hills and numerous streams.

All which I beg leave respectfully to submit to your honorable Committee.

WILLIAM BUSSARD, *Surveyor.*